

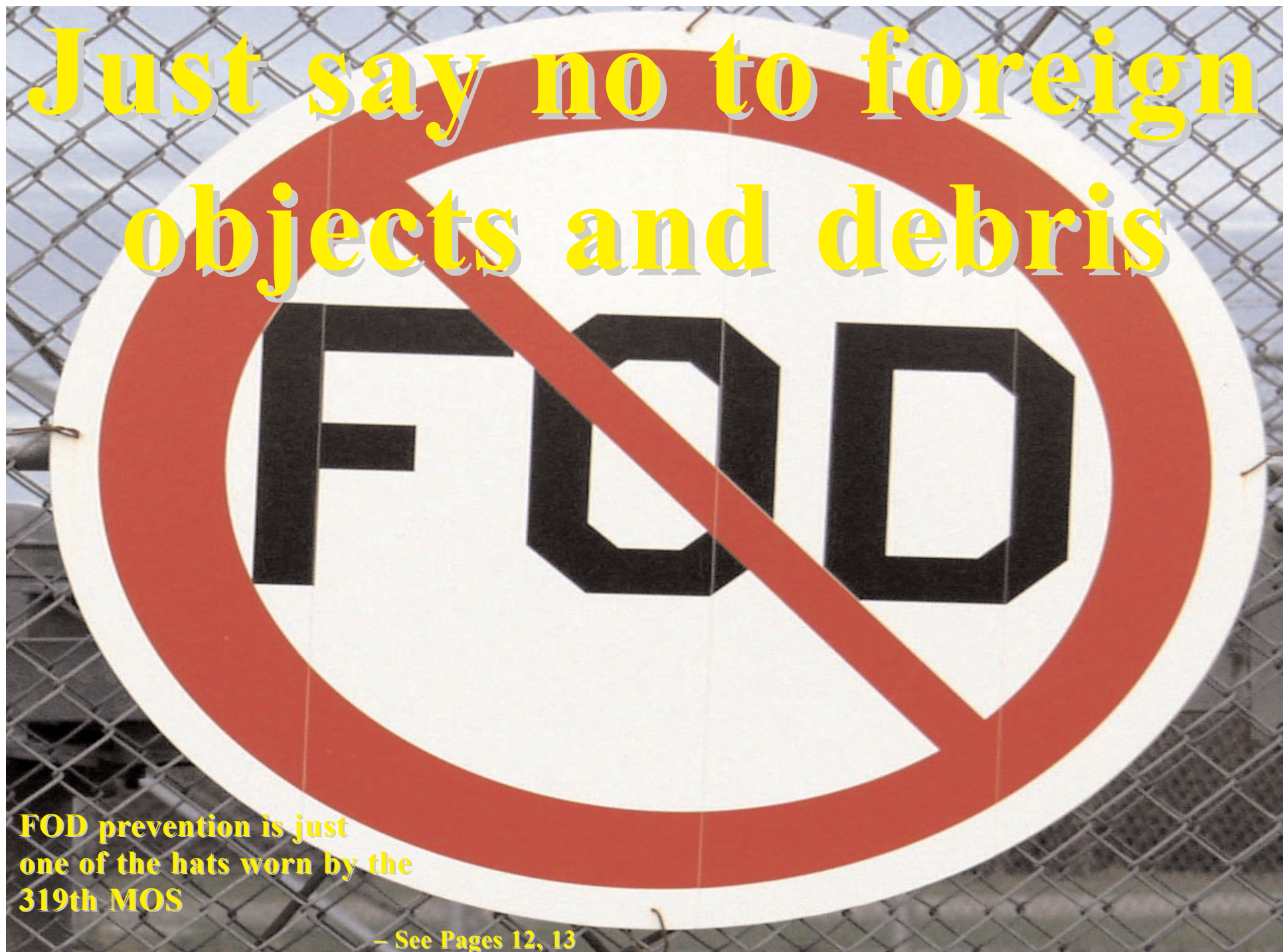


THE LEADER

Vol. 38, No. 40

Grand Forks Air Force Base, N.D. ♦ www.grandforks.af.mil

Oct. 10, 2003



319th Air Refueling Wing ♦ Winners of the Air Force Outstanding Unit Award (July 2000 to June 2002)

Inside: From the front

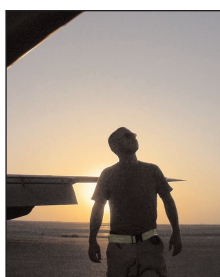
Weekend weather

Today	73/48	Rain
Saturday	58/42	Mostly Cloudy
Sunday	63/38	Partly Cloudy
Monday	58/38	Mostly Cloudy



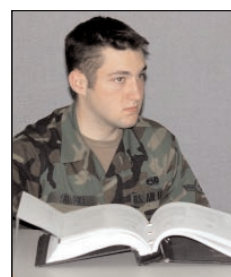
Weather information courtesy
319th Operations Support Squadron weather flight

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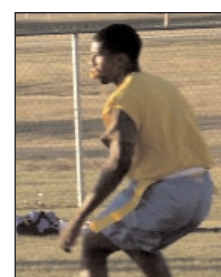
MOS Training

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Flag football

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KC-135R ‘booms’ see a different view of freedom

By Staff Sgt. Scott T. Sturkol
CENTAF-Forward Public Affairs

SOUTHWEST ASIA – Some might say all they need is someone to drive them to work. At this deployed location, however, where boom operators of the KC-135R Stratotanker support missions for Operation Iraqi Freedom, Operation Enduring Freedom and Combined Joint Task Force-Horn of Africa, seeing things from the sky has

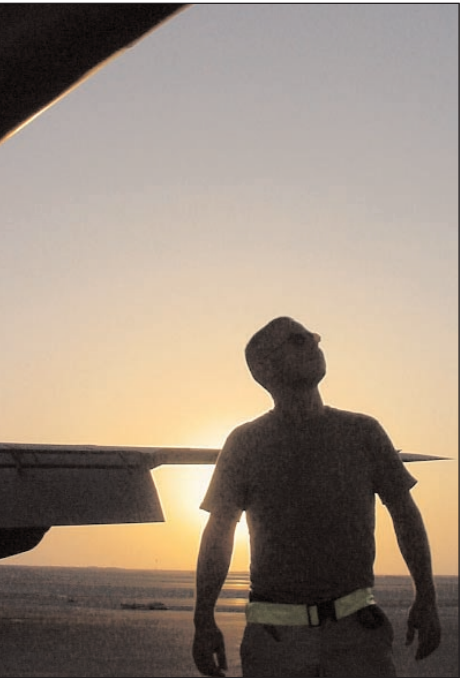



Photo by Staff Sgt. Scott Sturkol

A Grand Forks boom operator walks out to his KC-135 at the deployed location.

always been something special. “The best part of my job is the immediate impact on the mission,” said Senior Airman Cy Eckhardt, a boom operator deployed with the 340th Expeditionary Air Refueling Squadron from the 319th Air Refueling Wing at Grand Forks Air Force Base, N.D. “I could give thousands of pounds of fuel to an F-16 loaded to the gills with an ordnance, and then an hour or so later that same plane comes back for more fuel with nothing but external fuel tanks.” To Eckhardt, that’s the great part his job. Ultimately, though, he says the most significant thing is what a team like his – the aircrew in the air, and the team on the ground in the expeditionary tanker squadron – can accomplish together. “Maybe I’m biased because of my job, but I think what most people will not understand is the role the tanker has played in both Iraqi Freedom and Enduring Freedom,” Eckhardt said. “During the war, people watched the ‘shock and awe’ on television with the pictures of bombs hitting their targets. But they never saw a fighter with next to no gas hooked up with a tanker. “Those bombs hit their targets because of the support of tankers – all different kinds of tankers,” Eckhardt said. “I’m just glad to be a part of

that whole team effort that continues to this day.” Every day in the U.S. Central Command area of responsibility there are aerial combat missions taking place with fighters, bombers, helicopters, special operations aircraft and, in particular, tankers. Tankers fly over Iraq and Afghanistan as well as throughout Southwest Asia to support the regional operations. Airman 1st Class Richard McFadden, a boom operator from the 92nd Air Refueling Wing at Fairchild AFB, Wash., is deployed to this region for the first time and has recently completed his first mission for OIF. “I definitely have been waiting for this,” McFadden said, “and now the wait is over. I’m now able to do missions I’ve been trained to do and now I’ve gotten that chance. I’m really pumped about being here to do my job.” Staff Sgt. Kevin Ortman, another 340th EARS boom operator deployed from Grand Forks, is amazed by the fluidness of how the tanker mission fits in when missions are assigned day-in and day-out. “We’re talking about a plane that has been around since the early 1960s, and they are still helping win wars,” Ortman said. “In my job as an instructor boom, you see people who will fly in a plane that is older than

they are. Then these young, professional enlisted airmen go out and do a job they probably never dreamed they would do. That’s amazing.” While the sights they see are often the fringe benefits of their job, Eckhardt said the job still can be tough. “The deployed environment in my career field has its ups and downs,” Eckhardt said. “One plus is we take our operations wherever we go – our planes, our people, our equipment. “The down side is we do this (deploy) three to four times a year,” he said. “At least with the job, we get a room with a view.” Ortman said that boom operators do offer a different overall perspective. As chief “boom” in the squadron, he’s part of the daily mission planning and helps the younger boom operators like Eckhardt with instruction from time to time. “Take one ride over Iraq and Afghanistan at night, and see the lights of the country,” Ortman said. “That’s like seeing freedom lit up all over the place. And then to think an enlisted guy like me had something to do with it is a pretty good feeling.” For McFadden, the fun is just beginning. “I’ll be deployed here a while with the chance to do a lot of missions,” he said. “I’m just glad to be a part of it all.”




Action Line

747-4522

The Action Line is your avenue for information about events and activities on and around the base. For questions about current events or rumors, please leave a message.

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DWI-free Days



Col. Mark Ramsay
319th Air Refueling Wing commander

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Senior Airman Joshua Moshier	Managing editor
Airman Patrice Clarke	Staff writer

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Deadlines

-- Articles: Due by noon Thursday the week prior to publication. For any questions about submissions, call The Leader staff at 747-5019.

Contact information

-- E-mail: leader@grandforks.af.mil, Phone: 701.747.5023

Public Affairs

-- Editorial content is edited, prepared, and provided by the 319th ARW public affairs office. Copy submitted for publication is edited to conform to the Associated Press Stylebook and for length.

Advertisements

-- Call the Grand Forks Herald at 701.780.1275 before noon Tuesday.

Air Force will test Eagle Flag

By Master Sgt. Paul Fazzini
Air Mobility Command Public Affairs

SCOTT AIR FORCE BASE, Ill. – The Air Force will begin its newest flag-level exercise Oct. 13, targeting expeditionary combat-support skills and testing them to the maximum extent.

Eagle Flag is to the expeditionary combat-support community what Red Flag is to the fighter community, said Maj. Gen. Christopher A. Kelly, Air Mobility Warfare Center commander at Fort Dix, N.J.

“(It) will bring expeditionary combat-support leadership to Fort Dix (where) we will test their abilities to go out and establish an air base in an austere location,” he said.

Because this is the inaugural Eagle Flag exercise, “there are a lot of unknowns,” Gen. Kelly said. “The pri-

mary objective will be to test the team that will come together in an expeditionary role (to establish) an air base and to give us a good, solid foundation . for follow-on Eagle Flag exercises.”

To accomplish these objectives, center planners will draw from expeditionary combat-support specialties throughout the Air Force. Units attending Eagle Flag will be scheduled like actual deployments, through the Air and Space Expeditionary Force Center at Langley Air Force Base, Va.

In the past, Air Mobility Command officials focused on the command’s own combat-support specialties in a similar exercise called Phoenix Readiness. However, the Air Force did not have a service-level training environment that all major commands could tap into.

“The Air Force recognized that Phoenix Readiness provided a good

foundation and a good way to transition from that major-command-focused expeditionary combat-support experience to a larger Air Force focus,” Gen. Kelly said.

Using Phoenix Readiness as the foundation for Eagle Flag has allowed Air Force officials to get this exercise off the ground sooner than if it had to be built from scratch. It also has saved money and resources in the process, according to Gen. Kelly.

Eagle Flag planners will incorporate lessons and experiences from operations Enduring Freedom and Iraqi Freedom into the exercise scenarios, Gen. Kelly said.

The exercise will be part of the participants’ AEF “spin-up” window. Planners said they would link it with other exercises or other events that might be going on within the Air Force to give it a more realistic feeling.

“This is in the long future, not in the near-term,” Gen. Kelly said. “But, I think it’s easy to understand that you could link an Eagle Flag with perhaps a Red Flag or a weapons school mission-employment exercise out on the Nellis (AFB, Nev.) Range, for instance.

“I think that kind of situation would give young men and women in the Air Force exposure to different environments, different climates (and) different challenges. And (it will) better balance their approach to this expeditionary combat-support experience so they can face bigger challenges anywhere in the world, in different environments,” Gen. Kelly said.

“There are huge challenges out there,” he said. “It’s a very thrilling experience for (Air Mobility Warfare Center airmen) to be a part of, and we are excited about the opportunity.”

Traffic Management Office regionalized Oct. 1

By 1st Lt. Kevin F. Campbell
Traffic Management Flight commander

The Headquarters United States Air Force/ILGT announced Phase 3 of the Air Force Personal Property Regionalization in April. Grand Forks Air Force Base is included in the third phase.

This regionalization affects how household goods and personal property are handled. Beginning Oct. 1, all inbound shipments of household goods are no longer handled by the local Traffic Management Office, but by the Joint Personal Property Shipping Office in Colorado Springs, Colo.

Any member with a delivery after Oct. 1 will call 1 (800) 771-1819, give JPPSO-COS their social security number to access their information, and work to establish a delivery date. Once all pertinent information has been provided to JPPSO, they will contact the carrier

moving your shipment and schedule the delivery date.

One of the key ingredients to success for the member will be the ability to provide good point of contact information. For example, local numbers and new addresses.

The local TMO is still available to assist members on updating contact data and providing that information to JPPSO-COS in addition to counseling members on delivery and claims issues.

The big difference on inbound deliveries will be the local TMO can no longer contact carriers or carrier agents directly to handle inbound deliveries.

The change to outbound shipments will be transparent to most military members with a few exceptions. In the past, the local TMO would brief members on entitlements, personal property shipments, and storage of household goods. Once those actions were completed, the TMO would contact a local

agent to arrange a pick-up with a carrier.

Under regionalization, the member will still receive counseling on property shipments in conjunction with permanent changes of station and temporary duty assignments. The difference will come when the member’s data is sent electronically to JPPSO-COS. JPPSO-COS will in-turn book the shipment with an agent for pick-up.

One new requirement for members is to provide a primary and alternate pack and pick-up date. This will give Colorado Springs the flexibility to provide the carrier/agent multiple days for your household goods pick-up.

All members will still receive the highest level of service from their local TMO and personnel are available to answer all questions.

For details and assistance, call the 319th Logistic Readiness Squadron at 747-3441, 747-3447, or 747-3449.

Employee designs air traffic program

HILL AIR FORCE BASE, Utah – The computer program an airfield manager here designed is streamlining flightline operations at nearly 45 Air Force bases, including all of those within Air Force Materiel Command.

Mr. Brian Watson developed the Aircraft Traffic Logging Automated System that is helping airfield managers all around the Air Force with tasks from flight plans to airfield management, according to Mr. Joe Berube, AFMC airfield operations chief. The system helps with requirements to “flight follow” aircraft, or track them from their departure point to where they land.

“AFMC bases have been using ATLAS for the past three or four years,” Mr. Berube said. “It’s a very good system and does a good job of tracking information critical to our operations.”

Air Force Flight Standards Agency officials at Andrews Air Force Base, Md., considered ATLAS for Air Force-wide implementation, but elected to leave it as an optional tool for flight following, said Mr. Vern Jackson, deputy chief of AFFSA’s airfield management division.

“We left the decision to use it up to each base with their major command’s approval,” Mr. Jackson said. “Each major command handles their air traffic differently. Some have tools already in place and we didn’t feel it necessary to make ATLAS mandatory, despite it being a very good system.”

ATLAS offers one-stop shopping to nearly every organization on a base with a flightline-oriented mission, Mr. Watson said. At Hill, experts working in the air traffic control tower, transient alert, command post and fuels management areas as well as 388th Fighter Squadron flight crews and 388th Fighter Wing maintenance people use ATLAS.

So do Hill fire department members, experts at the

Utah Test and Training Range and environmental managers.

With a click of a mouse, the system displays, in real time, when and what type of aircraft will be taking off or landing and a list of requirements for each. Flightline workers can see what aircraft require parking spaces or access to a munitions loading area.

“Each organization continuously monitors the status in their particular area and makes adjustments as needed to manning, repair requirements and scheduling depending on what the conditions are that particular day,” Mr. Watson said.

Entries to the system can be made quickly and easily and priority taskings are color coded, he said. The system also has an alarm that sounds to notify users of updates and changes.

At Hill, all entries go directly into a spreadsheet-like format that is automatically added to a required Air Force daily events log maintained by base operations officials. Watson runs ATLAS throughout the day on a battery-operated laptop computer that automatically saves the information every minute, so if Hill’s LAN goes down, the information stays current and can be immediately restored.

By cutting down on time that used to be spent completing paperwork, ATLAS has saved \$150,000 each year for the past 11 years and an estimated 300 man-hours per year here, Mr. Watson said.

Base operations workers update the ATLAS hourly with current runway and bird conditions. The system is also updated when a taxiway is closed or if the airfield’s runway lights are out. Using ATLAS, airfield maintenance teams now respond immediately to any on-the-spot flightline repair needs, according to Mr. Watson.

Pilots can log flight plans in advance and view pre-flight briefings in front of a computer in their squadron before even stepping onto the flightline, he said. In the

past, pilots were required to stop by base operations to receive this type of information while their squadrons would constantly be in contact with base operations by phone to update flight plans.

“The system has made things so much easier for us,” said Tech. Sgt. Tina Matthews, 421st Fighter Squadron operations superintendent. “Now, the information we need is all right in front of us. It’s flexible and provides an easy way to maintain documentation.”

Additionally, squadrons that routinely reserve munitions loading areas can do so in advance, putting an end to common scheduling conflicts associated with Hill’s heavily used “hot pad” areas, Mr. Watson said. Also, pilots from other bases needing to use Hill’s runway can access the system to request advanced permission to land here.

ATLAS has also made emergency responders’ jobs easier, according to Mr. Watson. Fire department workers here can easily track how many aircraft are coming and going each day and assess the long-term impact, adjusting manning and additional equipment requirements based on these numbers.

Mr. Watson also said environmental management experts use the system to assess the impact of air traffic to the airfield and the surrounding area, while the training range uses the system to track the times and dates of air traffic originating from Hill.

ATLAS is available via Hill’s Web site to any Department of Defense installation interested in downloading it, free, along with operating manuals. ATLAS is a Windows 95, 98, 2000 NT, XP operating system and users need Microsoft access with minimal hardware to run the program.

Mr. Watson provides technical support and assistance for users if needed, but said the system can easily be integrated anywhere.

(Courtesy of AFMC News Service)

Software helps put bombs on target

By Mrs. Belinda Bazinet
Standard Systems Group Public Affairs

MAXWELL AIR FORCE BASE, GUNTER ANNEX, Ala. – Since March 19, warfighters have dropped 21,300 munitions in Operation Iraqi Freedom.

Tens of thousands more have been dropped or launched during Operation Enduring Freedom and that many more stand ready if and when the call comes.

To account for all the munitions the Air Force owns, ammunition troops rely

on software Standard Systems Group experts here developed.

The Combat Ammunition System allows airmen to make sure the right munitions are in the right place at the right time, according to Mr. Frank Ruff, CAS program manager. CAS tracks shipments and provides planning data for warfighting scenarios while assuring that replacement munitions, whether for the security forces guarding the airplanes or the bombs being loaded on them, are ordered and delivered before they are needed.

“The system determines appropriate storage locations, assures incompatible munitions aren’t stored together, and tracks net explosive weights to keep storage areas safe,” Mr. Ruff said. “CAS also gives war planners the ability to play what-if exercises based on locations and availability of aircraft and munitions.”

CAS not only benefits planners, but also the airmen strapping the bombs on their flying machines.

“The program is a good accountability tool, helping us keep track of requisitions, shipping and turn-ins,” said Staff

Sgt. Todd Davis, from the 2nd Munitions Squadron at Barksdale Air Force Base, La. “Using CAS makes our job easier and frees up time to do other jobs.”

An upcoming improvement to the CAS program will soon make the users’ jobs even easier, Ruff said. The upgrade moves the program onto the Web and will give worldwide visibility into the location and status of all munitions.

“Anyone with permission to view the data will be able to see where munitions are located,” Mr. Ruff said.

New changes in academy policies

By Mrs. Donna Miles

American Forces Press Service

U.S. AIR FORCE ACADEMY, Colo. – When the Class of 2007 cadets reported for in-processing at the U.S. Air Force Academy in late June, they found many new changes that are putting academy policies more directly in line with those of the active Air Force.

Throughout the academy, privileges are now granted based not merely on individual class seniority, but on the academic, athletic and military merits of the squadrons as a whole. Similarly, the disciplinary system more closely resembles the Air Force's. For example, a strict alcohol policy is in effect, with offenders now charged under the Uniform Code of Military Justice or expelled.

In the dormitories, female cadets now are grouped in clusters within their squadron areas. And perhaps most significantly, new sexual-harassment and sexual-assault reporting procedures are in place, along with a new academy response team.

Sweeping as these changes may be, Lt. Gen. John Rosa, who took over the reins as superintendent at the academy in July, calls them “baby steps” in a long-term effort to transform the academy and rebuild its reputation.

“We realized that what we had here is a culture and a climate that tolerates sexual assault and sexual harassment,” Gen. Rosa said. “So if you have an environment that basically tolerates sexual harassment, you have to change that.”

For months, the academy has been the focus of widespread criticism. Amid charges of sexual misconduct at the academy, in March, an Air Force team released a report called “Agenda for Change” that identified 43 weak points in need of correction.

Six months later, a blue-ribbon panel led by former Florida Congresswoman Tillie K. Fowler made 21 rec-

ommendations to Secretary of Defense Donald H. Rumsfeld and Air Force Secretary Dr. James G. Roche. Reports by the Department of Defense inspector general, the General Accounting Office, and even the academy's own internal cadet survey reaffirmed that change was needed.

Gen. Rosa said such intensive scrutiny has actually helped the academy, because “it gives us a blueprint and a baseline for getting better.”

And he and his new leadership team are wasting little time putting recommended changes into effect, he said.

Of 165 “action items” identified in the “Agenda for Change,” the academy already has adopted 140, and is incorporating them into the school's operating instructions.

Gen. Rosa said he hopes to implement all 165 recommendations by March, exactly one year after the “Agenda for Change” was released.

The most significant initiative, he said, was establishing clear sexual-assault reporting procedures and standing up a new academy response team headed by the vice commandant. Since its establishment, the team has activated several times to review alleged offenses, all of which are now under investigation, Gen. Rosa said.

In addition, the academy leadership is making it crystal clear to cadets – perhaps more so than ever since the school started admitting women cadets in 1976 – that there is zero tolerance for the type of misconduct identified through various panels and reports.

“We're at the point where we've laid down expectations and guidelines,” Gen. Rosa said. “Our expectations are that we don't tolerate criminals, we don't sexually harass people, we don't sexually assault people. We are not going to tolerate it.”

The next big step, Gen. Rosa said, will be to institute a program of cadet training and education about human

relations, sexual harassment and sexual assault. These classes, Gen. Rosa explained, will be provided throughout a cadet's four years at the academy.

While implementing Agenda for Change recommendations, Gen. Rosa's team also is reviewing the Fowler Commission recommendations. Gen. Rosa said about a half-dozen of the commission's 21 recommendations already have been addressed through Agenda for Change initiatives.

Gen. Rosa said one big challenge in introducing changes at the academy is to make sure they are backed up by lasting programs, “so that we don't find ourselves 10 years down the road in the same or similar circumstances.”

He acknowledged these changes and programs – and the culture change that they are designed to help bring about – won't happen overnight.

But Gen. Rosa said he hopes to be “well down the road” within one to two years toward bringing the academy “to the next level of excellence and (to) make it a place where moms and dads are proud to send their kids.”

Gen. Rosa said he and his staff are working to rebuild trust and confidence in the academy among the American public, but also among the cadets themselves.

That is a two-fold process, he said, that begins by ensuring cadets understand their leaders care about them and will enforce measures in place to protect them. But he said it also involves “getting them to trust us to trust them.”

Gen. Rosa said cadets at the academy are committed to helping restore their school's image.

“They're ready to get past this,” he said. “They want (the academy) to get better. They want this to be the institution they came to. There's a tremendous amount of pride in the institution, and they want to be a part of taking us to the next level of excellence.”



Base chapel

CATHOLIC:

Mass: 5 p.m. Saturday, 9 a.m. Sunday, Sunflower Chapel.

Weekday Mass: Monday, Wednesday and Thursday, Sunflower Chapel.

Reconciliation: 4:30 to 4:45 p.m. Saturday, or by appointment, Sunflower Chapel.

CCD: 10:45 a.m. at Eielson Elementary.

Adult education, sacramental programs: Call Mrs. Jane Hutzol at 747-3073.

PROTESTANT:

Traditional worship: 10:30 a.m. Sunday, Sunflower Chapel.

Contemporary worship: 6 p.m. Sunday, Prairie Rose Chapel.

Protestant youth of the chapel: 4 to 5:45 p.m. Sunday, youth center.

Men of the Chapel bible study: Cancelled this week due to holiday.

Young adults: 6 p.m., Chaplain Swain’s home. For details, call 747-4359.

JEWISH:

For details, call Synagogue B’nai Israel at 775-5124.

RUSSIAN/EASTERN ORTHODOX:

For details, call Dr. Levitov at 780-6540.

MUSLIM, BUDDHIST, OTHER:

For details, call 747-5673.



Base theater

Today, 7 p.m.
Seabiscuit (PG-13)

Based on Laura Hillenbrand’s best seller, *Seabiscuit* tells the story of a knobby-kneed, ungainly thoroughbred racehorse that captured the nation’s heart during the Depression.

Tobey Maguire stars as hard-luck jockey Red Pollard, who overcame two career- and life-threatening spills to finally achieve glory atop the ‘Biscuit.

Saturday, 7 p.m.

Open Range (R)

Four men (Kevin Costner, Robert Duvall, Diego Luna, and Abraham Benrubi) living in the Wild West band together to rid their town of a rancher who’s created an outlaw principality using brute force and scare tactics. Annette Bening plays Costner’s love interest.

Oct. 17, 7 p.m.

Dickie Roberts: Former Child Star (PG-13)

David Spade stars as Dickie Roberts, a washed-up and highly eccentric former child actor, now 35, who hires an entire foster family (including Mary McCormack as his make-believe mom) to make up for his lost childhood.

Oct. 18, 7 p.m.

My Boss’s Daughter (PG-13)

Tickets: \$1.50 children, \$3 adults
For details, call 747-3021/6123.

ALS graduates 23 Warriors

Compiled from staff reports

The following airmen graduated from Airman Leadership School here Oct. 2:

- ▶ Senior Airman Jared Alfred, 319th Aircraft Maintenance Squadron
- ▶ Senior Airman Jillian Bauer, 319th Logistics Readiness Squadron
- ▶ Senior Airman Christopher Borders, 319th Security Forces Squadron
- ▶ Senior Airman Adrian Damon, 319th Civil Engineer Squadron

- ▶ Senior Airman Shawn Denny, 319th SFS, John L. Levitow Award winner
- ▶ Senior Airman Adam Engh, 319th Maintenance Squadron
- ▶ Staff Sgt. Justin Forsgren, 319th SFS, Distinguished Graduate
- ▶ Senior Airman Michael Fritz, 319th AMXS
- ▶ Senior Airman Ethan Hanson, 319th SFS
- ▶ Staff Sgt. Melissa Heibel, 319th Mission Support Squadron

- ▶ Senior Airman Jeremy Lee, 319th AMXS
- ▶ Senior Airman Monica Malone, 319th Medical Operations Squadron, Leadership Award winner
- ▶ Senior Airman Lonnie Martin, 319th Communications Squadron
- ▶ Senior Airman Richard McBride, 319th CES
- ▶ Senior Airman Lee Moore, 319th AMXS
- ▶ Staff Sgt. Justin Powell, 319th SFS
- ▶ Senior Airman Chris Rilling Jr., 319th AMXS

- ▶ Senior Airman Tony Sessoms, 319th CES
- ▶ Senior Airman Lindsay Shimek, 319th Operations Support Squadron
- ▶ Senior Airman Tyrone Snyder, 319th AMXS
- ▶ Senior Airman Adam Stenback, 319th MXS
- ▶ Senior Airman Aisha Trinidad, 319th MSS
- ▶ Senior Airman Todd Vodicka, 319th Comptroller Squadron, Academic Achievement Award winner

News briefs

Public notice

Grand Forks Air Force Base has proposed the construction of a vestibule on Building 629.

An environmental assessment has been conducted and a finding of “no significant impact” has been determined for the action.

Anyone who would like to view the support documents to this action should contact the 319th Air Refueling Wing Public Affairs Office within the next 30 days at 747-5017.

LRS Spouses’ Group social

The first LRS Spouses’ Group social will be held at the Prairie Rose Chapel Annex Tuesday at 7:30 p.m. Dress casual. There will be door prizes, snacks and drinks provided.

Pumpkin patrol

Military members are needed to volunteer for pumpkin patrol Oct. 31. Pumpkin patrol is when military members volunteer to patrol the housing areas and ensure the safety and well being of the children during the Halloween holiday.

Volunteers will be provided with a flashlight, whistle and radio. Warm houses will be available to the volunteers during the patrol.

Anyone who would like to volunteer should contact their first sergeant.

Women’s varsity basketball

Players are needed to field a women’s base varsity basketball team this season. Grand Forks league play begins in mid-november.

For details, call Senior Airman Ruby Batimana at 747-5919 or Tech. Sgt. Dalton Lemelle at 747-5833.

FOD prevention is everyone's business

By Master Sgt. Dan Plets
319th Maintenance Group
Quality Assurance chief assessor

If you've ever frequented the flightline here on a Friday, you've probably seen a curious sight; dozens of people strung out in a long line, slowly walking down the flightline with their heads down.

No, it's not a slow-motion squadron fun run – what you witnessed was a “FOD Walk.” FOD is the acronym for Foreign Object Damage, and the FOD Walk is just one component of the Air Force's aggressive Foreign Object Damage prevention program.

Jet engines develop a vortex at the engine intake which can literally vacuum up any debris lying in its path. A two-cent sheet metal screw can be ingested through the 13 stages of spinning fan blades and destroy a \$3.3 million jet engine.

The Air Force began converting its KC-135A models to KC-135R models in 1983 by installing the CFM-56 engine. At one base early on in the conversion process, contractors working to resurface the airfield failed to adequately clean the parking ramp, taxiways, and runway of construction debris. The result was 48 engines lost to FOD. The replacement cost at the time was “only” \$2.6 million per engine – you do the math.

I can only imagine how those millions of taxpayer dollars could have been better spent by Air Force.

Although engine damage is the most visible aspect of the FOD prevention program, there are other important and potentially costly dimensions to the FOD threat.

Tire FOD also costs precious taxpayer dollars. Aircraft taxi and are towed frequently in the mainte-

nance areas, and that same sheet metal screw can render an aircraft tire unserviceable and force premature replacement of the tire. The cost? A hefty \$6,291 per tire!

A third aspect of FOD is possibly the most critical and life-threatening of them all – the presence of uncontrolled Foreign Objects on or inside the aircraft. A hat, a tool, bits of hardware, or even a ball-point pen carelessly set aside inside the aircraft can migrate below the floorboards and entangle the aircraft's flight control cables, or behind a panel onto energized electrical circuits. The in-flight potential for FO to cause a catastrophic failure of aircraft systems or subsystems makes FOD prevention when working on or around aircraft especially vital.

In a more recent incident at another base, a maintenance technical order left in the aircraft wheel well after refueling was not discovered missing until after the aircraft launched. Fortunately, the only loss in this case was the TO itself, but the quantity and location of several crucial landing gear components in the wheel well created an especially hazardous FOD potential.



The 319th MOS walks the flightline during a weekly FOD walk.

photos by Airman Patrice Clarke

Air Force Instruction 21-101, Aerospace Equipment Maintenance Management, places great emphasis on the FOD prevention program and puts it under the auspices of the wing Vice Commander. Grand Forks Air Force Base Instruction 21-1012, Foreign Object Damage Prevention

Program, establishes the base FOD prevention program.

Although this wing has never lost an aircraft engine to FOD, we are leaning forward with changes to the base instruction to strengthen the program and insure we maintain our flawless FOD prevention record. Those changes include mandating every vehicle operator perform tire FOD checks upon entering flightline areas, and operating procedures for the new “FOD Boss,” a tow-behind sweeper unit.

An effective FOD prevention program saves Air Force resources, enhances mission effectiveness, and potentially saves lives. Everyone attached to the wing whose duties take them on or near the flightline is responsible for FOD prevention.

If you see debris that could be carried onto the flightline by vehicles or equipment, stop and pick it up. Help identify and eliminate potential FOD hazards that exist in vehicles and in your work centers.

Do your part to help prevent FOD, and insure the 319th remains the greatest Air Refueling Wing on the planet.



One more step in the prevention of FOD is the sweeper trucks that are kept on the flightline. Periodically the trucks sweep the flightline for objects that could damage the personnel and the property.

Taking the next step

319th MOS Maintenance Training Flight further educates new airmen through MQTP

By Master Sgt. John Stotler
319th Maintenance Operations Squadron
Maintenance Training Flight superintendent

How does the Air Force train high school graduates and turn them into aircraft mechanics or avionics system journeymen in only two years?

The common approach to training Air Force recruits is to assess trainees through the basic training, formally educate new airmen through technical training schools, and then task certify members through a period of on-the-job training. Air Mobility Command has improved upon this tried and true for-

mula through implementation of its Maintenance Qualification and Training Program.

AMC's MQTP is a comprehensive training course within the Maintenance Training Flight that certifies maintainers on all core tasks for their respective career fields. The 319th Maintenance Group here has used its MQTP to bridge the gap between a high deployment rate of skilled 5- and 7-level technicians and the 3-level training demands in their squadrons.

By taking a closer look at this program, the value of MQTP will be evident to not only maintenance officers, but to logisticians in general.

MQTP personnel are assigned to the MTF in the Maintenance Operations Squadron. The MQTP consists of a flight chief and instructors from each maintenance specialty. Headquarters AMC assigns a prime MTF to each mission design series aircraft operated by the command.

The prime MTFs are responsible for curriculum development, management, and course control. The instructional system developers at the Prime MTF's are responsible for approving locally developed lessons. The KC-135 Prime

MTF is located at Fairchild Air Force Base, Wa.

To fully understand how MQTP works, you must know how instructors are selected and trained, the passed approach used for MQTP training, detailed Air Force Specialty Code specific training information, and the impact MQTP has on maintenance operations.

Our instructors are selected from a pool of highly trained craftsmen, senior airman or above, who have two years experience on the assigned airframe. They must be "Red X" certified, complete a formal instructor course, attend the courses they are required to instruct for the purpose of certification, and know how to operate any audiovisual equipment and maintenance training devices required for their classes.

After instructors are selected, they're placed on a three-year controlled tour with an option to extend for one more year. The MQTP here employs 10 highly qualified instructors in six different AFSCs. The bulk of instructions is geared toward a two-phased approach to train 3-levels. Phase I and Phase II of MQTP lay the groundwork for technical school graduates to become effective

members of the maintenance production team. For safety reasons, and to ensure maximum attention from the instructor, classes are limited to four students.

Phase I, or General Maintenance and Production Team Maintenance, consists of a 15-day, 120-hour course that instructs new airmen in basic flightline tasks common to all of the specialties. It is designed to train and certify each maintainer on those basic skills such as block in/out, refuel team member, power on/off, and maintenance documentation. This training enables newly assigned airmen to contribute to the production effort the first day after graduation.

The 319th MXG goal is to send airmen through Phase I as soon as possible after arrival on base. After completing Phase I, airmen are either sent back to their duty section to apply their new skills and await the next class, or, if the schedule permits, they continue immediately with Phase II.

Phase II, or 5-level duty position training, is a more in-depth, AFSC specific course and the length varies according to the specialty. We teach and

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Commentary

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certify six specialties including Aerospace Maintenance, hydraulics, propulsion systems, electronics/environmental, communications/navigation, and guidance and control systems. MQTP's focus for Phase II is AFSC core tasks. However, the MQTP professionals here also certify 3-levels on

hundreds of work center identified tasks to further relieve the training burden on supervisors.

After trainees have completed both phases they are competent to practice their new skills on the flightline under supervision.

The curriculum for each specialty is tailored to the specific core tasks and work center requirement established for

each AFSC. The Aerospace Maintenance Phase II plan of instruction is 35-days, 279-hours long. Instructors teach the basic skills covering 84 core tasks and 159 work center tasks needed for upgrade to the 5-skill level.

Included are the general subjects of aircraft ground handling, flight controls, external lighting systems, servicing fuel, hydraulics, oxygen, air, and oil systems, general maintenance, and aircraft inspections. Our APG instructors have trained and certified 113 Aerospace Maintenance airmen.

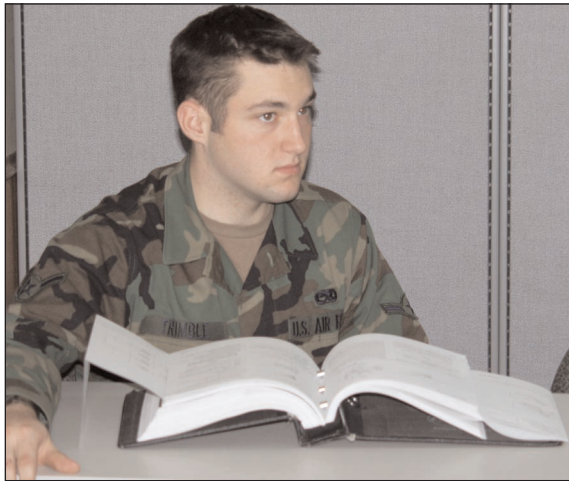


Photo by Airman Patrice Clarke

A 319th Maintenance Group member sits through a Maintenance Qualification and Training Program class on base.

It's **YOUR**
Air Force
With your **IDEAS**,
we do things...

- ♦ **FASTER**
- ♦ **BETTER**
- ♦ **CHEAPER**



319th MOS monitors, controls flightline activity

By Airman Patrice Clarke
Public affairs

Who would have thought that Grand Forks Air Force Base would have its own time machine? According to Senior Master Sgt. Jeffery Collins, the MOF Superintendent, at any given time you can take a step in the past, know what's happening this instant, or step straight into the future.

To gain knowledge for the future, one must learn from the past.

The Maintenance Operations Flight is one of four in the MOS squadron, followed by the Programs and Resources Flight, the Maintenance Training Flight, and

the Quality Assurance Flight.

Each flight has an integral part in the squadron but they all work together in some way.

To begin there is the MOF which is the time machine of the MOS squadron.

The Automated Maintenance Systems Analysis Section is the past of this flight. This section tracks key indicators, manages the maintenance database, and monitors maintenance data collection. The engine managers track the engine's wear and tear.

"All engine records are maintained in Engine Mangement and we track maintenance actions that ocured on the engines from beginning to end. Some of these engines are over 17-years-old. We can tell you

what work went into these engines during their fifth year of service," said Staff Sgt. Antony Gantnier, 319th MOS

The Plans, Scheduling and Documentation section-works in the future. They develop all the schedules for the aircraft. If the engines have to be serviced, or if a part is due for replacement, the PS and D office knows this and what to do with the information.

This office also knows the flight schedules for every plane that is assigned here. If the aircraft is currently at a deployed location and is coming up on reassignment, the PS and D office know that the plane needs to be back in time for maintenance and reassignment.

The Maintenance Operations Center is completely in the present down to the second. At any given time, the people in the MOC can tell an individual what is happening on the flightline at all times. They can verify what aircraft is being worked on, how long maintenance has been working on the aircraft and the estimated time of finishing working on said aircraft.

The MOC controls all traffic on the flightline, including all maintenance personnel. The 319th Aircraft Maintenance Squadron and the 319th Maintenance Squadron both rely on the MOC for flightline information.

We then move to the Programs and Resources Flight. This flight supports the Maintenance Group Commander and other organizations in manning, mobility, facilities, support agreements, budget, and local area network. The Programs and Resources Flight ensures that the MXG has the required number of people in all sections, maintains the mobility folders on all of the squadron personnel, manages different MXG facilities and serves as a focal point within MXG for the development of aircraft master parking plan.

The PRF also collects data that is used in informing the MOS commander of the availability or the limitation of funds in the squadron.

Next is the Maintenance Training Flight. This flight consists mainly of the Training Management section, the Distance Learning Center and the Maintenance Qualification and Training Program. The MTF trains all new maintenance personnel that are assigned to the base. Before new airmen can begin working on the planes, they must first attend the MTF.

Most of the classes taught at the MTF are on a phase program. The students must complete phase I before continuing on to phase II. Students who go through this course are tested by Quality Assurance on a regular basis to check retention, and they usually receive a 100 percent pass rate.

Which brings us to the last flight in the 319th MOS – Quality Assurance. QA ensures proper maintenance inspectors, proper product improvement, and they currently oversee the Foreign Objects and Debris program. The FOD program focuses on the effects of foreign objects on the flightline and the prevention of foreign objects.

This is incredibly important due to the fact that something as small as a half-inch woodscrew can damage an engine, resulting in millions of dollars worth of repairs and replacements. Rocks, pebbles, bottle caps, pens, pretty much anything can accidentally end up on the flightline and end up damaging the planes, causing major damage, malfunctions and could even result in injury or death in the crew.

Despite the differences in the flights they all have one common goal and that is to monitor and control all activity on the flightline.



Photo by Airman Patrice Clarke

Staff Sgt. Robert Peel points to part of a KC-135 hydraulics system during class Monday at the Maintenance Qualification and training program. The MQPT offers training in six different Air Force Specialty Codes.

(Top right) 319th Maintenance Squadron members line up for thier weekly Foriegn objects and debris walk across thier part of the flightline. The flightline is broken into three areas of coverage and dispersed throughout the Maintenance Squadrons. (Bottom right) Technical Sgt. Chad Schulte checks a record with Airman 1st Class Eric Eder. Both work in the 319th Maintenance Data Systems and Analysis section of MOS.



Community

Today

NEW PASTA BAR: The Northern Lights Club offers a “Pasta Bar” along with the day’s hot entree during lunch from 11 a.m. to 1 p.m.

COMEDY NIGHT: Tickets are now on sale for the Northern Lights Club’s “Comedy Night” Oct. 11 with Bob Zany. There will be two shows, 7 and 9:30 p.m. Tickets are \$12.

CLUB DINING: The Northern Lights Club offers Mongolian Barbeque from 5:30 to 8 p.m.

Saturday

BACKPACKING TRIP: Outdoor Recreation is offering a late-season

overnight backpacking trip to Itasca State Park, October 11 through 13. Cost is \$35 per person and includes transportation, park fees, and equipment (if needed).

Each camper is responsible for his/her own food.

For details, call Outdoor Recreation at 7-3688.

CLUB KARAOKE: The Northern Lights Club offers Karaoke from 10 p.m. to 3 a.m.

CLUB DANCING: The Northern Lights Club offers dancing rom 10 p.m. to 3 a.m. to ‘club mix’ music with “DJ ‘C.’”

YOUTH GALAXY BOWLING:

Register at the youth center for galaxy bowl- ing at Dakota Lanes for ages 9 to 12 from 6 to 8 p.m. and ages 13 to 15 from 8 to 10 p.m.

Sunday

FOOTBALL FRENZY: The Northern Lights Club invites all to watch football and win prizes

Monday

YOUTH CENTER CLOSED FOR COLUMBUS DAY

NORTHERN LIGHTS CLUB: The Northern Lights Club will be closed for Columbus Day during lunch hours. Monday night football will still be watched in the Sports Bar. Prizes will be rewarded.

PAINTBALL TOURNAMENT:

Outdoor Recreation is hosting a paintball tournament at “Area 13” Oct. 18 from 1

to 6 p.m. This is a team tournament, and there is a \$50 entry fee per team. Entry fee includes only the tournament fees and does not cover “Area 13” cost of admission, which is \$50 per person. Tournament gives participants oppurtu- nitie to particpate in a “last man standing wins” format. Trophies will be awarded to the winning team. Sign up by close of business Oct. 13. For details, call Mr. Lawrence Cannedy at 747-3688.

Tuesday

GIRLS NIGHT OUT: The Youth Center is holding Girls Night Out Oct. 17 for ages 13 to 18 from 10:30 p.m. to 6 a.m.

– Continued next page

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Cost is \$15 for the night. There must be 16 participants to hold the event. There will be facials given by a Mary Kay representative, hair care and styling, a volleyball game, movies, pizza and an early breakfast. Sign up at the Youth Center by Oct. 14.

QUILT CLASS: Pre-register for the Skills Development Center Halloween Crayon Quilt Square class, October 15 from 1 to 4 pm. Cost is \$7.50 plus supplies.

Wednesday

WEDNESDAY DINING: The Northern Lights Club offers “all you can eat taco” bar from 5:30 to 8 p.m. for \$6.

BASKETBALL REGISTRATION: Today is the last day to register for the basketball season for ages five and up. Cost is \$30. Practice will begin Oct. 28 and end Dec. 18. Youth must have a current physical and a parent must complete a sports registration form at the Youth Center.

WINNIPEG SHOPPING TRIP: Outdoor recreation is sponsoring a shopping trip to Winnipeg Oct. 18. The trip departs at 8 a.m. from outdoor recreation and returns late that same evening. It is \$17.50 per person and includes transportation. Sign up by close of business today.

HALLOWEEN CARNIVAL, HAUNTED HOUSE MEETING: There is a meeting tonight for those who

have signed up for booths and for volunteers helping with the Haunted House. We will meet at Liberty Square at 5 p.m. Each organization that has a booth must have a representative present.

Thursday

CLUB DINING: The Northern Lights Club offers steak night every Thursday from 5:30 to 8 p.m. Diners can choose from 12 oz. Rib eye for \$12.95, 8 oz. Sirloin for \$10.50 and 20 oz. Sirloin for \$13.75.

There will also be an 8 oz. Charbroiled Chicken for \$9.50 offered for those who do not want steak. In addition, a children's menu will be available.

WATERFOWL HUNT MEETING: There is a pre-hunt meeting with the guide tonight at 4:30 p.m. at Outdoor Recreation.

This meeting is for the hunters who have signed up for Outdoor Recreation’s Waterfowl Hunting Trip.

Upcoming

HALLOWEEN CARNIVAL, HAUNTED HOUSE: Advanced tickets for the Youth Program’s Halloween Carnival and haunted house are on sale through October 18. Tickets are 5 for \$1. Tickets at the door will be 4 for \$1. Tickets are needed to play the game booths, enter the haunted house and to purchase food.

The Carnival is Oct. 24 from 6 to 9 pm and Oct. 25 from 2 to 5 pm at Liberty Square. Pick your tickets up at the Youth Center.

Heir Force

Damien James Wilson, 8 lb. 10 ounce boy, was born Sept. 4 to airmen 1st class Brandi and Jeffery Wilson, 319th Medical Operations Squadron and 319th Medical Support Squadron

De'Shaun Tyree Jenkins, 7 lb. 8.5 ounce boy, was born Sept. 4 to Airman Derrell and Kyoko Jenkins, 319th Aircraft Maintenance Squadron

Jaden Jared Barnett, 6 lb. 9.6 ounce boy, was born Sept. 6 to Senior Airman Jade and Ashleigh Barnett, 319th Operations Support Squadron

Catie Lyn Catarra, 7 lb. 6 ounce girl, was born Sept. 8 to Maj. Greg and Corrie Catarra, 911th Air Refueling Squadron

Tristen Aiden Alequin, 6 lb. 11 ounce boy, was born Sept. 9 to senior airmen Alexis and Nelson Alequin, 319th MDOS and 319th Logistics Readiness Squadron

Avarie Lynn Faulkner, 7 lb. 13 ounce girl, was born Sept. 9 to Capt. Adam and Alicia Faulkner, 319th Operations Group

Autumn Nichole Hasty, 7 lb. 1.4 ounce girl, was born Sept. 19 to Senior Airman Garrick and Michelle Hasty, 319th AMXS

Lorien Rose Molstad, 7 lb. 15 ounce girl, was born Sept. 19 to Tech. Sgt. Thomas and Vicki Molstad, 319th Maintenance Operations Squadron

Madison Rose Panick, 6 lb. 4 ounce girl, was born Sept. 20 to Staff Sgt. Arthur and Kimberlee Panick, 319th LRS

Samantha Ruth Reimer, 5 lb. 8.5 ounce girl, was born Sept. 21 to Capt. Robert and Melissa Reimer, 905th ARS

Katelynn Jade Cabot, 6 lb. 9 ounce girl, was born Sept. 26 to Staff Sgt. Justin and Jenne Cabot, 319th Maintenance Squadron

Mark Andrew Miller Jr., 7 lb. 13 ounce boy, was born Sept. 26 to Senior Airman Mark and Jennifer Miller, 319th Mission Support Squadron

Natasha Dawn Ledum, 7 lb. 11 ounce girl, was born Sept. 30 to Maj. David and Karla Ledum, 905th ARS

Sports



photo by Airman Patrice Clarke

Defensed

The Warriors men's varsity basketball team opened their season with an impressive 98-79 victory over the Grand Forks Showtime in a Grand Forks Men's League game in September.



photo by Airman Patrice Clarke

Walk it off

The participants of the Women's Health Symposium held Saturday at the fitness center finished the symposium with a high paced walk on base. Hormone loss, stress, and nutrition were some of the topics discussed.



AMXS Holds Down CS

The intramural flag football season is winding down. In Monday's action, the Aircraft Maintenance Squadron's flag-football team controlled the Communications Squadron, 20-0. (Left) Clarence Flood catches an interception before the end of the first half. (Above) AMXS and CS scramble for the ball early in the game.

Intramural Flag-Football Standings

LRS (B)	10-0*
CES (B)	8-1
OSS	7-2
CES (A)	6-3
AMXS	6-4*
MSS	4-5
SFS	4-5
CS	2-6
SVS	2-6
LRS (A)	1-8
MDG	0-10*

*Denotes season finished

*Standings as of Oct. 9, provided by
Staff Sgt. Steven Fry
319th Services Squadron*

WELLNESS TIP

Running off those donuts

A 175-pound person would have to run 4.5 miles in 50 minutes to burn off three glazed donuts.

Three donuts equal about 625 Calories, the equivalent of:

- 2.5 pounds of apples
- 7.5 cups of blueberries
- 8 cups of chicken noodle soup
- 30 heads of lettuce
- 17 peaches
- 120 dill pickles
- 5 baked potatoes
- One half-loaf of white bread
- 20 whole carrots
- 4 12-oz. cans of soda
- 10 pancakes
- 5 cups of peas
- 57 potato chips
- 13 cups of strawberries